



All FNPT Operators

1 July 2003

Our Ref: 10D/3/22/E

Dear Colleague

### **FNPT(G) Expiry Date**

If you are reading this letter it is because either you operate a fixed wing FNPT(G) or you have declared an intent to procure a new FNPT.

I trust that you are all aware of the approaching deadline in the life of fixed wing FNPT(G)s but with 2 years to run I thought this an opportune time to refresh the reasons behind the policy and to prompt you to think urgently about ordering your replacement FNPT.

Joint Aviation Requirement – Synthetic Training Device 3A (JAR-STD 3A) subtitled Aeroplane Flight and Navigation Procedures Trainers (FNPTs) was published on the 1st June 1999 and implemented one month later. Prior to 1<sup>st</sup> July 1999 all synthetic devices used for flight training at Flying Training Organisations (FTOs) in the UK were approved as Level 1 Synthetic Flight Trainers (or rarely as Level 2 Flight Simulators) under the provisions of CAP 453. Machines in use on implementation day were re-categorised as Grandfather Rights [FNPT(G)] and as such could continue in use for six years. For helicopters the equivalent regulations are in JAR-STD 3H which was published on 1<sup>st</sup> May 2002 with an implementation date of 1<sup>st</sup> January 2003. As with fixed wing devices any machines in use on implementation day were re-categorised as FNPT(G)(H) and as such can continue in use for six years (i.e. until 30<sup>th</sup> December 2008). Following the respective implementation dates the only way to obtain an approved FNPT is to buy a new device. Other than the different dates the rest of this reminder applies equally to fixed wing and helicopter.

The main philosophy behind STD 3A was that the industry should be persuaded to embrace the new technology that was appearing throughout the 1990s and thereby greatly improve the fidelity of the training devices and thus the quality of the training. At the same time it was recognised that the change could not happen overnight and also that some of the older devices were still providing a valuable service, the six-year transition period was therefore agreed. For fixed wing devices that transition period expires at midnight on the 30<sup>th</sup> June 2005.

In the months following implementation of STD 3A just under 40 of the old CAP 453 devices were re-categorised as FNPT(G)s. Over the last 4 years about 8 devices have been scrapped or their qualification has been allowed to lapse and 4 have been up-graded to FNPT I or II standard; that still leaves 26 FNPT(G)s in use in UK approved FTOs. As of 30<sup>th</sup> June 2005 devices designated FNPT(G) will no longer be approved for training credits.

#### **Civil Aviation Authority**

Since 1<sup>st</sup> July 1999 some 25 new build FNPT IIs and 4 new build FNPT Is have been qualified. Four new FNPT IIs are being qualified in the next few weeks and we know of up to three other devices that are being considered but most of these will be new in service i.e. they are not replacing FNPT(G)s. Experience with these new devices has shown that the lead-time from collecting brochures from the various manufacturers to having a qualified machine available for use is up to 12 months! Even if new orders are evenly spread between the manufacturers it is unlikely that they would have the capacity to be able to supply 26 new devices if all the orders are placed in the final 12 months leading up to 30<sup>th</sup> June 2005.

The 30<sup>th</sup> June 2005 deadline will not be extended. Any FTO that is at present operating fixed wing FNPT(G)s, intends to use FNPTs after 30<sup>th</sup> June 2005 and which has not yet placed an order for a replacement is strongly recommended to do so sooner rather than later.

Either Kerry Booth or myself will be very happy to answer any questions about the introduction and/or qualification of FNPTs; contact us by telephone, fax, mail or, preferably, by e-mail.

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Don't leave it too late!

Yours sincerely

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